

South Davis Transit Draft Environmental Impact Statement

Regional Workshop #2



Meeting Schedule

1. Welcome
2. Report back on sub-committee meetings
3. Review of draft Purpose and Need Statement
4. Review of Objectives/Evaluation Criteria
5. Preliminary Alternatives Exercise
6. Next Steps
7. Schedule next meeting



Project Process

Sub-Committee Meetings and Tasks

Summarize Past Study Information, Identify Existing Conditions, and Develop Goals and Objectives
Meeting February 2007



Develop Purpose and Need and Evaluation Criteria
April / May 2007



Evaluate Alternatives
(Screen 9 Alternatives to 3 Alternatives)
August / September 2007



Identify Locally Preferred Alternative
(Screen 3 Alternatives to Locally Preferred Alternative)
October / November 2007

* We are here.

Workshops

Regional Workshop
March 2007

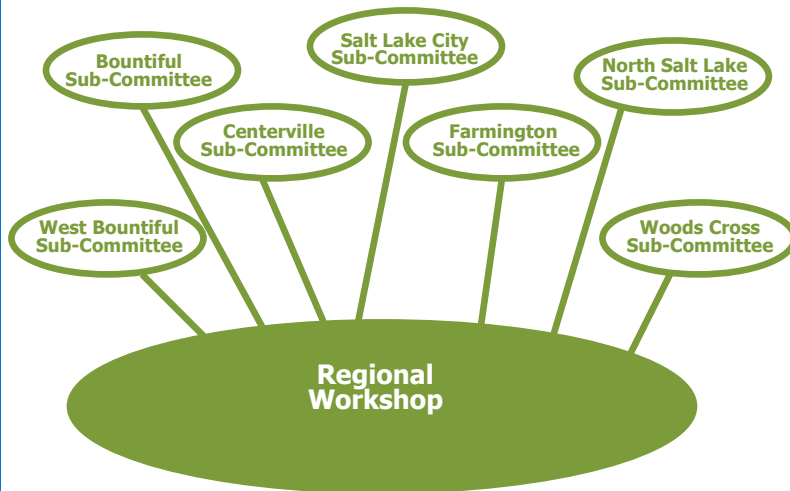
Regional Workshop
May 2007

Regional Workshop
September 2007

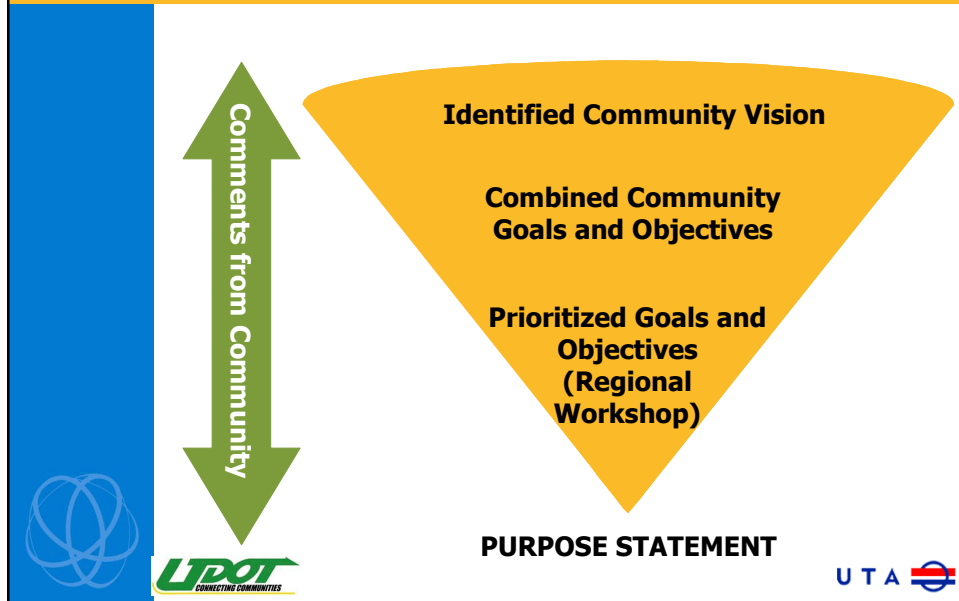
Regional Workshop
November 2007



Community Process

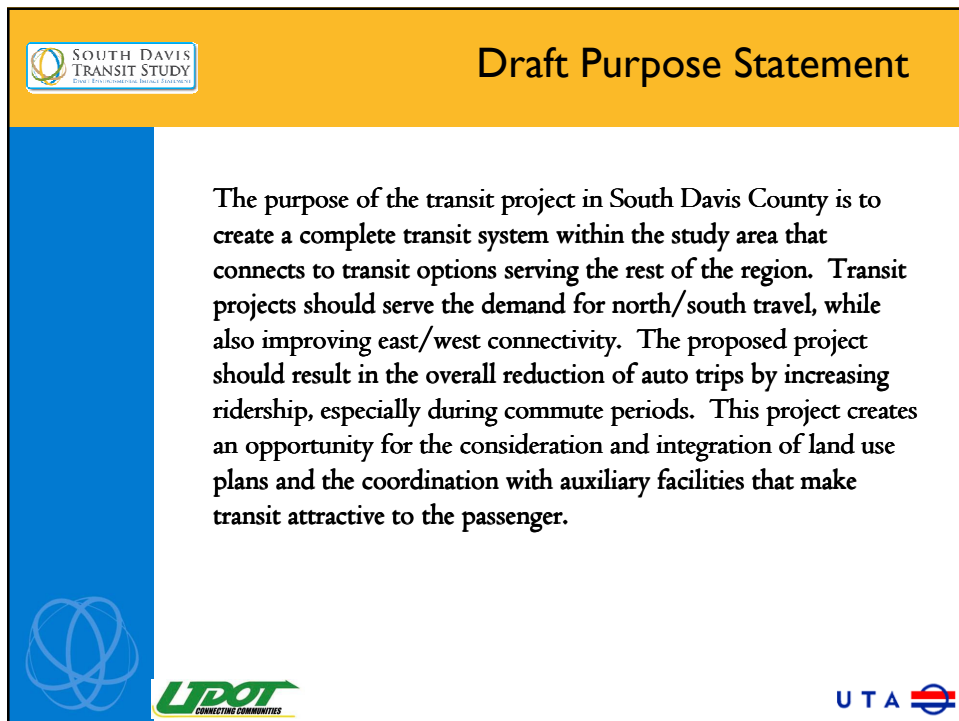


Identification of Goals and Objectives

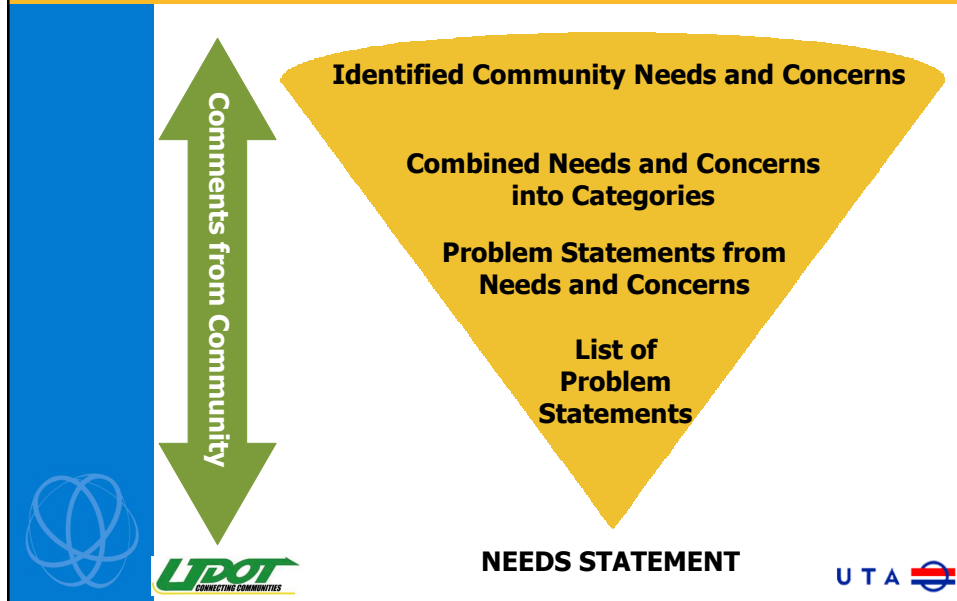


Draft Purpose Statement

The purpose of the transit project in South Davis County is to create a complete transit system within the study area that connects to transit options serving the rest of the region. Transit projects should serve the demand for north/south travel, while also improving east/west connectivity. The proposed project should result in the overall reduction of auto trips by increasing ridership, especially during commute periods. This project creates an opportunity for the consideration and integration of land use plans and the coordination with auxiliary facilities that make transit attractive to the passenger.



Identification of Problem Statements



Draft Need Statement

Residents of South Davis County have expressed the need for better integration of the current system and increased transit service. While the overall demand for transportation is strongest in the north/south orientation (overall), there is a need to improve the east/west access to north/south movements. To increase ridership, both the efficiency and attractiveness of transit service in the corridor must be improved. These changes include such elements as (1) coordinated and timely transfers; (2) the ability of patrons to access transit stops; (3) increased route coverage on east-west streets; (4) higher frequencies on routes; and (5) improved bus stop facilities and transit information. Residents have also expressed the need for other improved auxiliary facilities such as bicycle routes, sidewalks, and bus shelters. Education of a transit system is a key component of whether an individual decides to use transit. Patrons must be given the knowledge necessary to identify routes and find park-and-ride locations.



Data collection and analysis indicates that the demand for travel will be strongest between the southernmost cities of South Davis County, and the CBD of Salt Lake City. Modeling shows that, after planned improvements, automobile trips will outweigh the capacity of the roadways on select north/south roadways, as well as at key east/west intersections in the study area, reflecting the need for a reduction in automobile trips to improve mobility.

